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CITY COUNCIL COMMITTEE MEETING SCHEDULE

Tuesday, March 3

Public Safety	9 am
Parks	10 ³⁰ am
Executive Matters	1pm

Wednesday, March 4

Budget	9am
Public Works	1pm

Thursday, March 5

Zoning and Planning	9 am
Transportation	1 pm
IGA	2:30p

District 3 Staff

Paulyne Anakalea

Executive Secretary

Gail Myers Senior Advisor

Andrew Malahoff

Senior Legislative Aide

Francisco Figueiredo

Communications

Don Aweau

Community Affairs

COUNCILMEMBER IKAIKA ANDERSON DISTRICT 3 UPDATE MARCH 2015

HO'OPILI DEVELOPMENT

One of the reasons I am a supporter of the Oahu General Plan (OGP) is that it designates Kapolei and West Oahu as our 2nd City and projects future growth towards Central and West Oahu. Prior to Central and West Oahu receiving this designation, Windward Oahu's Kahalu'u was designed to host our 2nd City- there are 40-year-old plans showing a resort area and deep dredged harbor for Kahalu'u to accommodate a 2nd city. Due to Windward Oahu being a wet area with land in close proximity to the mountain range, the Oahu General Plan was amended to designate Central and West Oahu to host the 2nd city, knowing full well the agricultural capabilities of this region.

Can we revisit the OGP now? In theory, yes we could, but at a cost of billions of taxpayer (UH-West Oahu, state courthouse, state Department of Hawaiian Home Lands, Kapolei Hale, City departments, rail, the FBI training center) and private (Kroc Center, private business relocations) dollars, and more than three decades of planning. Simply put, the concept of Ho'opili is part of the OGP, and it's a critical part at that.

So long as Oahu's population continues to grow, with some estimates at 10,000 people a year, we will need additional housing to sustain our local population. The right way to provide housing opportunities is by implementing the OGP and building out Central/West, in areas like Ho'opili, while protecting our rural areas, including Windward Oahu and Malaekahana.

BILL 47-MALAEKAHANA

In consideration of the above, I support the overall plan as proposed but I am opposed to the development on the Malaekahana parcel which is outside the urban growth boundary. I've remained consistent in my support of implementing the Oahu General Plan, and in doing so protecting our existing rural areas, like Malaekahana. My opposition to Malaekahana is twofold- one, this development is not consistent with the Oahu General Plan, and two, moving the Urban Growth Boundary is simply not pono.

I have introduced amendments to eliminate all development on the Malaekahana parcel as part of the Koolauloa Sustainable Communities Plan. The Oahu General Plan calls for preserving our existing rural areas including Malaekahana. We must keep the Country Country and with the recent movement to preserve the natural environment of several Windward and North Shore areas we must keep that rural character in tact for future generations.

LANIKAI PARKING CONCERNS

Over President's Day Weekend, based on my suggestion, the City installed "No Parking" signs in Lanikai to help ease the traffic concerns in the area. Based on the feedback received, it appears that the signs did help to alleviate traffic. In the meantime, DTS will be evaluating the data they collected during this pilot project to evaluate the possibility of making these restrictions permanent.

To address some of the other concerns: the city recently put in a work order to install no parking signs along Mokulua Drive and the corner of Kaiolena and Mokumanu Drives as well as the installation of "No Parking" pavement symbols along the Aalapapa Drive side of Lanikai Loop.

RAIL UPDATE

Last month, several members of the City Council and staff met with the FTA to get a clear and direct understanding of what options the City can realistically consider regarding Honolulu's Rail System. Can Honolulu actually consider defaulting on our contract with the federal government and terminate the project? What would be the immediate and future costs to Honolulu's taxpayers? Can we look at revising the scope of the project? Can we change the technology? Can we re-purpose the guideway for some other use? After meeting with the FTA, the succinct answer is this: the terms of the Full Funding Grant Agreement (FFGA) are absolute and while the FTA is willing to consider modifying certain parts of the contract substantial changes—modifying the technology, the route, the number of stations—are highly unlikely to be approved.

But the FTA does have a vested interest in seeing the project succeed and will continue to work with HART to help identify ways to address the projected deficit. For example: After the Council passed Resolution 15-18, which effectively removed \$210M in bus monies (5307 funds) from HART's financial plan HART must now find a way to replace these monies. One suggestion that was made, during the meeting with the FTA, was to use unencumbered federal highway funds. Currently, federal highway funds that are received by the State and not encumbered or expended are simply returned to the federal government. The use of these unencumbered funds to support public transit projects is not uncommon. However, it would not be prudent for HART to consider these funds as a dedicated source and, as such, it would be unrealistic to expect that these monies would have a substantial impact on the projected deficit.

At the end of the day non-compliance with the terms of the full funding grant agreement—which is a binding contract- would require the city to repay back to the federal government all the monies received so far. To date, Congress has allocated \$806 million to the rail project. Perhaps even more sobering is the fact that this number represents only a portion of the costs associated with terminating the project; currently estimated to be \$3B! It is clear, at this point, that the stakes remain high and whatever action the City ultimately takes we have to make sure the long-term interests of our taxpayers and residents are protected.

In the coming weeks the Council will be holding a series of budget hearings and this will provide the Council and the public an opportunity to discuss the project, its finances and viable options with HART.

ROAD RE-PAVING UPDATES

Very frequently, we receive calls from our constituents inquiring about the status of a road re-paving project. Earlier this year the City setup an online database that provides a listing of both current and future road repaving projects. As this list is maintained on a regular basis it is an excellent resource for anyone interested in road repaving projects anywhere on the island. Please visit the following website:

http://www.honolulu.gov/rep/site/ddc/ddc_docs/Street_List_Web_Layout_Report_20140909.pdf

It is also important to remember that when the City issues a contract for an area to be repaved, the contractor has the discretion to determine the order in which roads—within the scope of their contract—will be paved. If you should have any questions regarding road repaving projects please do not hesitate to contact my office!